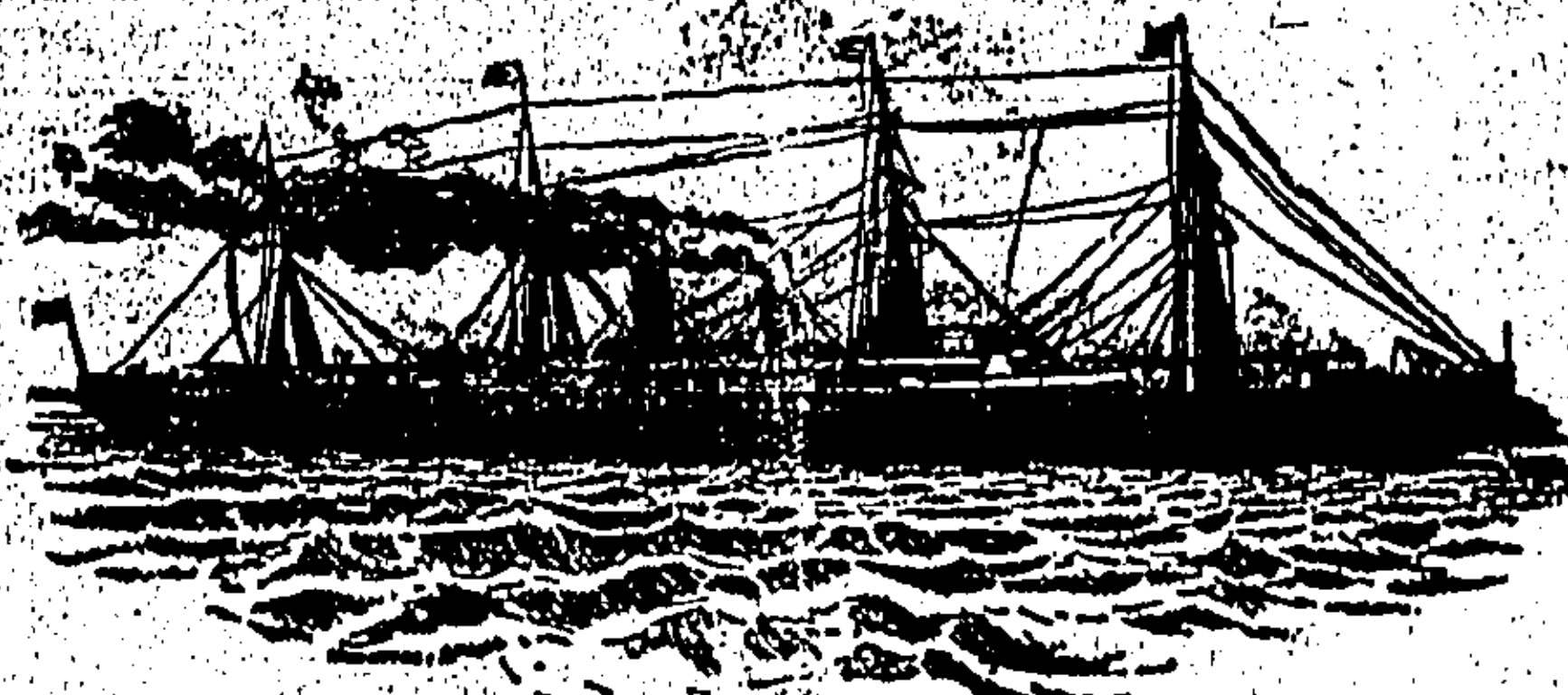


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC".....	4,353 "	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 "	SATURDAY, 13th August, at Noon.
"CARLISLE".....	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,060 "	THURSDAY, 15th September, at Noon.
"AMERICA/MARU".....	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Vera Cruz, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

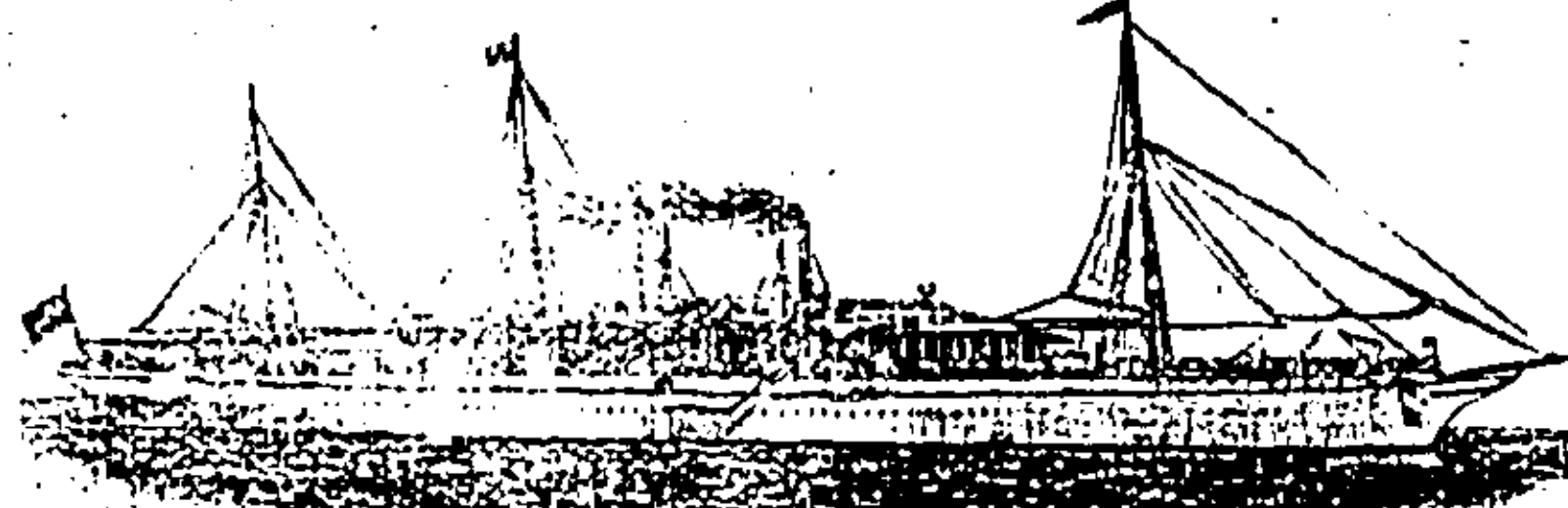
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 28th June, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons	WEDNESDAY, 13th July.
"ATHENIAN".....	2,440 "	WEDNESDAY, 20th July.
"EMPRESS OF CHINA".....	6,000 "	WEDNESDAY, 27th July.
"TARTAR".....	4,425 "	WEDNESDAY, 3rd August.
"EMPRESS OF INDIA".....	6,000 "	WEDNESDAY, 10th August.

Hongkong to London, 1st Class..... via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail..... £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 22nd June, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBERG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	6th July. } Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	26th July. } Freight.
BADENIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	10th August. } Freight.
BAMBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	25th August. } Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO.)	5th Sept. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 7, Queen's Buildings.

Hongkong, 24th June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN".....	2,363 tons	Captain R. D. Thomas.
"POWAN".....	2,330 "	G. F. Morrison, R.M.R.
"FATSHAN".....	2,330 "	W. A. Valentine.
"HANKOW".....	2,330 "	B. Branch.
"KINSHAN".....	2,330 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. & HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....588 tons.....Captain J. Willox.

"NANNING".....559 ".....C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAPAN	First half of July	JAVA PORTS	First half of July
TJILATJAP...	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH...	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 13th June, 1904.

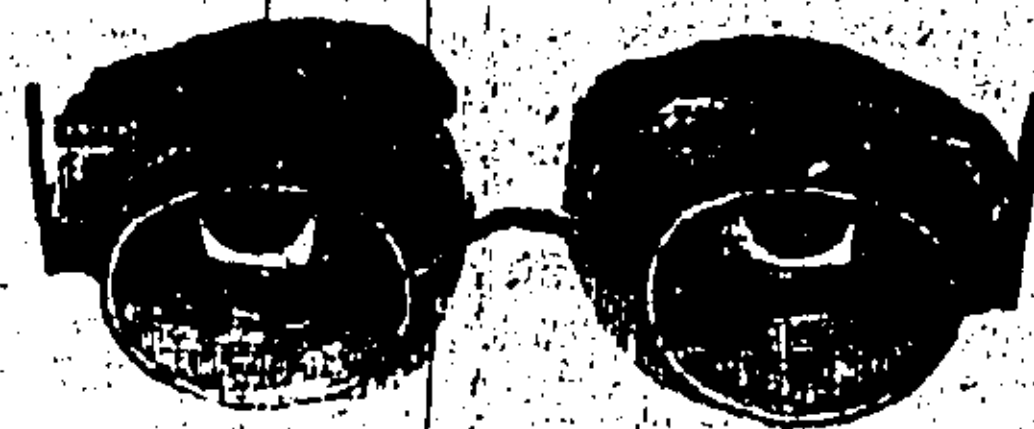
PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.C. W. CLARK,
AMATEUR WORK GIVEN SPECIAL
ATTENTION.

Between Queen's Road and Des Vaux Road.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.
PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eye-strain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

LEVY HERMAN'S.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, CENTRAL.

Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 814 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaumont (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

- Mousseux Blue Seal } \$38 per doz. qt.
- White Star } Moët & Chandon { 42 " " "
- Brut Impérial } 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

- Buchanan Blend at \$13.50 per case of 1 dozen quarts.
- Black and White, at 17.50
- Royal Household, at 20.50

We request of connoisseurs the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

Hotels.

OCCIDENTAL HOTEL.
KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[537]

MANAGER.

Hongkong, 23rd October, 1903.

[537]

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

[641]

FOR SALE.

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904.

[700]

Intimations.

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY, beg to notify the public that Messrs. KUNG HING & Co., 474, Des Vaux Road, West, are the SOLE AGENTS for the sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,

Local Secretary.

Hongkong, 8th June, 1904.

[701]

PORTLAND CEMENT.

In Casks of 35 lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1903.

[701]

Intimations.

NOTICE.

WE have this day REMOVED our OFFICES to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor.
EAST ASIATIC TRADING COMPANY.
Hongkong, 27th June, 1904. [767]

NOTICE.

ROYAL SWEDISH AND NORWEGIAN VICE-CONSULATE.

THE OFFICES of the above Consulate have this day been REMOVED to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor.

HERMANN PAULI,
Deputy Vice-Consul for Sweden and Norway.
Hongkong, 27th June, 1904. [768]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

Script No. 69 Nos. 17,826/17,850—25 shares in the name of George Hutton Potts.

Script No. 379 Nos. 36,380/36,429—50 shares in the name of Catchick Paul Chater.

Script No. 380 Nos. 36,433/36,479—50 shares in the name of Catchick Paul Chater.

Script No. 550 Nos. 44,759/44,783—25 shares in the name of George Hutton Potts.

Script No. 873 Nos. 5,451/5,475—50 shares in the name of Solomon Sassoon Benjamin.

200 Shares

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 10th June, 1904. [714]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [643]

ESPECIAL OLD TOM GIN.

Marshall and Ely's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

Latinate

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

Latinate

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

Latinate

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vaux Road.

RAUB GOLD MINING CO., LTD.

(Continued from page 5.)

BUKIT KOMAN.

New Main Shaft.—During the latter portion of 1902, we were engaged on various prospecting drives and crosscuts on the east side of Koman Hill, in search of a more easterly line of lode of which superficial indications existed. This work resulted in the discovery of a strong body of low-grade quartz on which we drove north for 174 feet and south for 154 feet without any break, the width varying from 2 ft. to 4 ft., and the assay value from 1 dwt. to 4 dwt. This was very cheaply done, and it proved to demonstration the existence of a new lode as had been suspected. Stopping from this was never in our minds, the level being too shallow. The knowledge that we had over 300 ft. of continuous, strong gold-bearing reef was sufficient for the moment.

The main crosscut, which has been called the East Adit, was driven in all 353 ft. westward into Koman Hill, and intercepted some further small veins of no immediate importance.

Early in 1903, when developments in Koman Shaft at the 340 level were upsetting the theory of "no gold below 200 ft.", there was a revival of the proposal that the Government should join hands with this company in sinking a deep shaft, which would determine whether or no the gold-bearing lodes of Pahang were to be counted on in depth; and inasmuch as Koman Shaft could not be availed of for such a test, being ill-adapted as to situation, capacity and equipment, a new site had to be chosen. Everything pointed to the east side of Koman Hill—plenty of space for headgear, good ground for sinking in, dumpin' room for waste rock, facility for automatic delivery of ore to battery, proximity to a new lode on the one side and easy access to the old one on the other side by crosscuts which would disclose further lodes if existent.

Long before there was any assurance that negotiations with the Government would result favourably, we had decided that the demands of the mine would in any event compel the sinking of a new main shaft sooner or later, though the depths to which it would be immediately taken might be much less than the 1,500 ft. proposed for the Government-aided shaft.

Aiming at the greatest economy combined with an efficiency which would meet either case, we utilised to the full the facilities afforded by the East Adit and the north drive on the new lode, and connected these with a small air-shaft on the site to be occupied by the future main shaft. Once the connection was made we were able to strip down the air-shaft (6 ft. x 4 ft.) until it measured 18 ft. x 5 ft., sending the dirt down and out through the adit instead of raising it by bucket. This, for the depth of 84 ft.—the level of the adit below the collar of the shaft—meant a very large saving.

Below that depth, all rock (and water) had to be raised to grass; but, while the stripping was in progress, we were preparing a light headgear and steam winding machinery, and so the work went on almost without intermission. By November last, however, the inflow of water became greater than could be conveniently or economically dealt with even by the largest bucket (about 60 gal.), and we were compelled to stop sinking until the arrival of an electrically-driven sinking pump from England. When this shall have arrived—it is due about the end of March—sinking will be resumed at much increased speed and lessened cost.

At the moment, the shaft is 227 ft. deep, completely timbered, divided and lined, with skip-guides, platforms and ladders fixed, and the electric light installed. Timbers for the permanent headgear and bins are all cut and mostly delivered, and automatic tipping skips and Cornish pump are on order. All hoisting, pumping, and ventilation will be done by electric power, but the motors and gear have not been ordered till we see whether any improvement can be made upon the plant arriving from Koman. The shaft makes provision for a double hauling road, in addition to a compartment reserved for sinking only, while the pump and ladder way is very spacious; in its dimensions, capabilities and equipment, it will compare favourably with the best shafts on the Rand, while costing probably less than one-fifth. The total expenditure on it to date including salaries, wages, stores, steam-driven machinery, road and rail approaches, and much timber not yet used, is \$38,605.42.

The contract between the Government and the Company concerning the shaft, which marks such an important date in the history of Raub, was signed on the 28th of January. Its main provisions are that (a) towards a shaft 1,500 ft. deep the Government will contribute by monthly instalments one half of all costs up to \$150,000 for its share; (b) all gold won in the prospecting work alone, after paying the Company for milling and a royalty of 10%, is to be sold for joint account; (c) so long as sinking is not unduly hindered thereby, the Company may use the shaft for any purpose of its own at all times; (d) control rests exclusively with the Company; and (e) whenever the sinking is stopped, the Company may take the jointly-purchased machinery for half its valuation at that date. The whole spirit of the contract is most fair and business-like.

In the immediate future, no milling-dirt can be expected from this shaft; but probably at about 400 ft., where the first permanent pump will be installed, a crosscut will be driven to

the new lode, which, at that depth, should be about 150 ft. distant.

Koman Shaft.—After adding 37 ft. to this, making the total depth 384 ft. from collar, or 44 ft. below the 340 ft. level, the water difficulty increased and we deferred further sinking until we shall have provided a more powerful and economic pump. For this, we have been waiting since June last. Below the level, the lode is dipping out of the shaft (E.), but it was strong and of good grade where last uncovered.

No 4 or 140 ft. Level.—This had just been opened out at the end of 1902. Since then, we have driven on the lode N. for 210 ft. and S. for 247 ft. Throughout this 466 ft. of length, the lode has never cut out or failed to be gold-bearing, the monthly measurements and assays showing a range from 12 in. by 14 dwt. to 6 in. by 10 dwt. at the north end, and from 23 in. by 2 dwt. to 6 in. by 7 dwt. at the south end. The general average for the whole would be 3 ft. by 5 dwt.—a low grade but distinctly useful body of stone, every bit of which has gone to the mill, though there was a time when the best patches only would have been picked out, and the rest of the level condemned as "worthless." The level is timbered throughout with 12" x 12" chingai, which is counted upon to last for 12 years at least.

The branching of the lode which occurred on the third level at about 220 ft. S. is perpetuated on the fourth level. Hence at 170 ft. it became necessary to crosscut diagonally eastwards, in order that connection might be made with the No. 2 S. winze from the third level, which had been sunk on the footwall (W.) branch. Some 42 ft. of driving sufficed to pass through the lode, which proved to be 16 in. thick and worth 1 dwt. At the same time, the ventilation at this end was made perfect.

Two stopes are in operation on this level, one off No. 1 N. winze, and the other off No. 1 S. winze, and these have averaged 74 in. of stone worth a shade over 5 dwt. Some 7,400 tons in all from this level have been milled.

No. 3 or 240 ft. Level.—The North end of this level had long been stopped at 57 ft. from the shaft, and much of it had been filled with waste, on the supposition, arrived at in 1901, that the mine was finished at 200 ft. in depth. By careful observation, however, signs were found which made us determine to clean out and re-start driving this level. Though the face when reached carried very little quartz, it contained gold, and at last measurement the stone was 18 in. thick and assayed 2 dwt., which is decidedly encouraging.

At a point 200 ft. N. of the shaft, where a small branch from the main lode starts away E.E. we did in all some 52 ft. driving on stone ranging from 10 to 45 in. and from 8 to 20 dwt., until it dipped away from the level, and became more easily workable from one of the winzes.

Another piece of prematurely abandoned ground, about 55 ft. S. of No. 3 S. winze, has been further prospected by a crosscut E. As the result of careful survey, we doubted whether the search for the hanging-wall branch of the lode at this point had been carried far enough, and the first holes fired disclosed over 4 ft. of quartz, which assayed 15 dwt. This will, of course, be energetically followed.

Several winzes have been sunk, or are in course of sinking, from this level to the fourth.

No. 1 S., at 25 ft. from the shaft, was almost completed in 1902; the lode followed it all the way, and averaged 40 in. by 7 dwt. No. 2 S., at 200 ft. from the shaft, was continued from 63 ft. in 1902 (lode 48 in. by 5 dwt.), and is now placed in connection with the fourth level by means of the diagonal crosscut before mentioned, it being on the footwall branch of the lode. No. 3 S. was begun in November, out of a short crosscut, at 460 ft. from the shaft, and has reached 6 ft. in depth; it is on the footwall branch, which has varied from 41 to 72 in. and from 2 to 10 dwt. Water is now becoming troublesome, and sinking will probably be suspended till the level is further advanced.

No. 1 N. winze, at 150 ft. from the shaft, was stopped at 57 ft. in December, 1902, waiting for the level, and was completed in August last, having carried a lode ranging from 36 to 48 in. and from 1 to 5 dwt. No. 2 N. was started in November from a short crosscut at 360 ft. from the shaft; it is now down 70 ft., having a lode varying between 36 and 48 in., and from 4 to 6 dwt.

The stopes opened on this level have varied at different times from 2 to 5 in. number, on a lode averaging 60 in. thick and 6 dwt. in value. From them, we have drawn some 9,800 tons of stone to the mill during the past year—a larger quantity than from any other section of the mine, and not materially worse in quality. Indeed the third and fourth levels between them have provided half our total supplies—not bad for ground that had been labelled "worthless" three years ago.

The Intermediate Level (200 ft.), which was driven specially to work out the "valuable" ore, has furnished 9,400 tons; the stopes, at one time four but latterly reduced to two in number, have averaged 77 in. wide with an assay value of 64 dwt.

No. 2, or 140 ft. Level.—Though all payable ground on this level was supposed to have been long ago taken out, we have found many points at which further prospecting seemed advisable, and have on the whole been well rewarded. These numerous disjointed pieces of work have

been detailed in the monthly reports, and hardly call for further mention. Principal amongst them, were the following:—At the N. end, a drive N. off No. 2 winze was carried 40 ft. on a lode averaging 19 in. by 14 dwt., until it was rendered accessible by a stope from below. At the E. end, a drive S. from No. 1 winze was continued for 32 ft. on the hanging-wall branch of the lode, which averaged 48 in. by 44 dwt.; and another, for a short distance on the footwall branch, about 40 in. by 3 dwt. Also, from No. 3 winze, 54 ft. of driving south on the footwall lode was done, averaging 28 in. and 24 dwt.

Extension of the East crosscut on this level, which at last Report stood at 170 ft., was made for a further 65 ft. (235 ft. in all), without encountering other orebodies. The gain, lode cut by it at 187 ft. was driven on N. and S. for 57 ft., but it averaged only about 33 in. and 14 dwt.

Sometimes one and sometimes two Stopes have been in operation on this level, giving a mean width of 6 in. and assay value of 94 dwt. Altogether about 4,500 tons of our mill supplies came from here, the grade being of more significance than the quantity.

Other more superficial driving and crosscutting was done in some places, and occasionally with temporary success. The tunnel from the west side of Koman Hill was continued till it effected, with East Adit, practically a complete section of the hill.

An airshaft, at about 150 ft. S. of Koman shaft, has been sunk to the 140 ft. level, and there connected with other existing passes for the purpose of sending down easily-got surface dirt for stopes filling. This is expected in a great measure to obviate the need for cross-cutting to break filling-dirt, which, though much reduced last year, still amounted to several hundred feet.

A brick dam has been built 830 ft. N. of the shaft, to help control excessive water, and give relief to the pumps on occasion.

So soon as our development work in Koman shaft began to warrant still deeper and more extensive operations, we set about scheming to utilise our spare electric power for actuating pumps, hoisting engines, &c. In many respects, we were thus following a well beaten-track, but, in one point, we have made a step which is quite new, viz. in applying electricity to driving a Cornish pump. By this we hope to gain many advantages—economy of power, great capacity, minimum wear and tear, diminished supervision, simplicity of working parts, and easy renewals. The whole of the foundations for the motors, drums and gear have been prepared, the balance-bob is in position, and the pump-column is for the most part ready fixed in the shaft. At the moment of writing, the winding-engine in on the mine, and the pump is on its way from the coast.

(To be continued.)

Intimations.

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ADDRESS—2, ICE HOUSE ROAD,

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [61]

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ADDRESS—2, ICE HOUSE ROAD,

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [61]

Intimations.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st July, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend. Hongkong, 23rd June, 1904. [756]

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NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1904. [52]

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REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, AERATED Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

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Hongkong, 20th May, 1904. [677]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

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Hongkong, 20th June, 1904.

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Telephone Address: Telephone No. 318.
MARINEWORK.
Hongkong, 2nd May, 1904.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 11, Leadenhall Street, London, E.C. 3, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 29, 1904.

A ROYAL AMBASSADOR.

Since his accession to the throne His Majesty the King has devoted much of his time and has been unsparing in his efforts to better the political relations of our Empire with the surrounding nations. Thanks to his good offices and to the tact and cordiality displayed during his visits last year to the chiefs of the Governments in Portugal, Italy, and the French Republic our Foreign Office has been able to establish sound treaties and settle long pending difficulties with those countries. The Nation has, through the Press of all parties and opinions, expressed its respectful gratitude for the successful efforts of our Sovereign. That the recent speech of King Edward at Kiel, when on a visit to the German Emperor in which he expressed the wish that the flags of the two nations might ever contribute to maintain the peace of the world, will meet with the approval of the nation there can be no question. Whatever, outside of the usual banalities consisting in an exchange of toasts and other courtesies, our King may have done to further a rapprochement between the two countries, we may rest assured that the nation appreciates the task which His Majesty has taken upon himself to carry out in cementing feelings of friendship between the two great races, both in their political and commercial interests. In this Colony where the two communities co-mingle in their social as well as their commercial intercourse it is pleasant to have occasion to re-echo the sentiments of our worthy Sovereign that peace may be secured to the world at large through the instrumentality of the two great nations.

OPPOSITION TO COOLIE EMIGRATION.

The emigrant ship *Courfield*, which has been moored in the vicinity of Stonecutter's Island for several weeks past in readiness to take the second batch of Chinese coolies to Durban, will, in all probability, be unable to get away for some time owing to difficulty being experienced by the recruiters in getting labourers in from the country. According to a report which reaches us from Canton, Viceroy Tsen Ch'un-hsuen is not giving publicity to the fact that the emigration, to South Africa, of native labourers, has all the guarantee and advantages secured to the coolies embarking for their new El Dorado. At the date of the departure of the *Tweeddale*, on the 25th ult., when 1,054 labourers left for Durban, the camp at Laichikok was literally besieged by recruits, and at least forty per cent. of the applicants, being rejected by the surgeon, were sent back to their homes. Since then they have been going into the compound in small numbers, and at present the population of the camp barely exceeds a hundred and fifty. This paucity of emigrants is attributed to that passive resistance, in high quarters, in the neighbouring province, to which it might be well if our own officials should give some attention, if indeed, representations have not already been made to the Waiwpu in Peking. One of the very first articles in the Convention between the United Kingdom and China respecting the employment of Chinese labour in British Colonies and Protectorates, which was signed in London on the 13th May last, embodies the agreement that on each occasion when indentured emigrants are required for a particular British Colony or Protectorate beyond the seas, H. B. M. Minister in Peking shall notify the Chinese Government, stating the name of the particular Colony or Protectorate for which the emigrants are required, the name of the Treaty port at which it is intended to embark them, and the terms and conditions on which they are to be engaged; the Chinese Government shall thereupon, without requiring further formalities, immediately instruct the local authorities at the specified Treaty port to take all the steps necessary to facilitate emigration. There is absolutely no evidence on the part of the coolies themselves that they are not eager to come forward and volunteer their services; but there is the undercurrent of opposition both in Hongkong and amongst Chinese officials who combine to retard, if they did not ultimately succeed, the despatch of the required number of labourers for the Rand.

THE RAIN STORMS

IN HONGKONG.

TWENTY-SEVEN DAYS' WATER FALLS.

To the average observer on Sunday morning the weather for the last week in June promised to be a blinding sun pouring down on a scorched Colony. The many streams that are sometimes writ to career down the hillsides into our reservoirs were but trickling over the rocks and adding little to the water supply of Hongkong. Rain was wanted at any price, and although a typhoon had entered the China Sea and the red cone was dangling from various signal stations the worst forecast from the Observatory was for a continuance of fine weather. The prediction had filled those interested in the probable state of the weather with a confident belief that all was well; and the first indication to the "man in the street" of a change came with the setting of the sun that afternoon. A bank of ominous clouds pushed up from behind Lantau and, creeping along the shoulder of Castle Peak, swept over the Kowloon hills with every promise of rain. A "muggy" evening followed, and by eight o'clock summer lightning was flashing in every direction. An hour later rain began to fall, and by eleven o'clock it was dropping in torrents. For a long time lightning flashed and thunder rolled, and when at length the day broke the city had been cleansed and the sun was drying up the streets. Meanwhile, the wind indicated a veer to the west and cloudy but fair weather was to be expected. Rain fell during the afternoon and evening and the night brought indications of further bad weather. The wind sprang up and shifted round to the South, and when Tuesday morning opened there was another prospect of thunder and showers. Heavy rainstorms swept the Colony during the day, and at night gutters overflowed, storm-water sewers were taxed severely, and surplus water, unable to escape, transformed low-lying plots of ground into ponds. In fact, up to 10 a.m. yesterday 17.73 was recorded at the Observatory, while the observation taken at the same hour this morning showed that no less than 3.31 inches fell during the twenty-four hours. Since then it has rained almost continuously, and no one can regret the fact when it is pointed out that, owing to the heavy rainfall during the past few days, the storage of water in the reservoirs of Hongkong has been nearly doubled and, on the basis of the consumption of water in the city on the present intermittent supply, has provided water for twenty-seven days. At Ty-tam, where 2.16 inches fell on Tuesday and 5.10 up to the time of being taken to-day, the increase in the storage of water since the 27th inst., is 56,370,000 gallons, while at Pokfulam where 1.32 and 3.85 inches were registered on the 28th and 29th inst., respectively, 22,010,000 gallons have been added, with 7,868,000 at Wongneicheong. Thus, since Monday, the Colony's water supply has benefited to the extent of over 85,248,000 gallons. With a continuance of such heavy showers we may expect a return to a full supply of water.

LOCAL AND GENERAL.

THE German mail of the 25th May was delivered in London on the 25th inst.

SEVEN fatal plague cases occurred during the twenty-four hours ended at noon to-day.

A MEETING of the Hongkong Nursing Institution will be held in the City Hall on Monday for the purpose of receiving the report of the Committee on the building of a home for the Institution and to give final authority to the Committee to commence the building, also to consider an alteration to Rule 3.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the general committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 7th inst., at 3.45 p.m. Present:—Messrs. E. A. Hewett (Chairman), D. R. Law (vice-chairman), Hon. W. J. Gresson, Messrs. N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood and A. R. Lowe (Secretary).

Minutes of meeting held on 11th ultimo were read and confirmed.

NEW MEMBERS.
The Secretary reported that since the last meeting the following had been elected to membership subject to the confirmation by the members at the next annual meeting:—
Fire Insurance Association of Hongkong, Abdoolally, Ebrahim & Co.

ST. LOUIS EXPOSITION.
Read letter from the Philadelphia Commercial Museum inviting Hongkong business men visiting the Exposition to make use of the Institution's special office in the manufacturers' building where information on all American trade matters can be obtained.

QUARANTINE REGULATIONS.
Letters were read from the Hon. Colonial Secretary informing the Chamber that the Governments of Siam, Madras and Bengal had declared Hongkong to be infected with plague.

KOWLOON-CANTON RAILWAY.
Read answer to the Chamber's representations to the Government on the subject of the Kowloon-Canton Railway in which it was stated that His Excellency the Officer Administering the Government is sparing no efforts which are likely to assist in bringing about as speedily as possible the realisation of the project.

HEALTH OFFICER OF THE PORT.
The following correspondence was read:—
Hongkong, 14th May, 1904.

Sir, I have the honour to refer you to my letter of the 29th January and your reply of the 24th February last with regard to the question of the medical inspection of steamers under the present system, and I now beg to convey to you, for the information of His Excellency the

Officer Administering the Government, the committee's extreme regret at the decision arrived at by the Government in this matter.

They desire me to point out that as far back as three years ago the Chamber represented to the Government the necessity that existed of employing two medical port officers whose whole time would be devoted to the inspection of vessels, unless the right of private practice amongst the shipping be conceded to them, and also that an additional launch should be placed at the disposal of the department. His Excellency Sir Henry Blake recognised the need for further assistance to the existing staff and implied that a more radical change in the Officers would have been made had it not been for the long service of the present Health Officer of the Port, and it was understood that the recommendations of this Chamber would be approved, if the system then brought into force still proved ineffectual.

With regard to your defence of the present Officers my Committee do not dispute the fact that cases arise when it is impossible for Dr. Keyt to diagnose a case at first sight, but they are strongly of opinion that needless delay of steamers should not be occasioned by the necessity of awaiting the convenience of the private practice ashore of the Health Officer or his partner. This point was fully touched upon in the 5th paragraph of my previous letter, and with reference to Dr. Keyt's powers it may be remarked that however wide they are he would naturally be diffident in exercising them, in consequence of the position he holds vis-à-vis his superior.

During the summer and autumn seasons the work of the health officer of the port is much increased and there is often necessity for two Officers on duty in the Harbour at the same time, especially in the forenoon; in addition to this when emigrant ships have to be passed the services of one Officer are required for a considerable time. The consequence is that other vessels are kept waiting for an unreasonable period, which could be avoided were another officer always available for this work.

The work of the officer is also delayed by the slowness of the present launch employed. It has been described as one of the slowest launches in the Harbour, and, as many anchorages in the Harbour are a considerable distance from one another, much valuable time is lost to the health officer, and money to shipowners, through the consequent detention of the ships. His Excellency the Officer Administering the Government will doubtless readily recognise that this state of affairs should not exist in such an important port as Hongkong, and the Committee will be glad to learn that two faster launches will be placed at the disposal of the health officer of the port's department to remedy this matter.

The committee of the Chamber has always been of the opinion that the continued prosperity of the Colony depends on the increasing facilities available to shipping and it is probable that only so long as it remains a cheap port will its pre-eminence last. Quickness in despatch is a great factor in producing this result, and Hongkong should not lag behind any other port in the arrangements made by the Government to avoid delays. In my previous letter it was pointed out that the funds derived from the shipping were more than ample to meet the cost of the establishment of a Health Officer of the Port Department, whose staff would be solely available for the Government work amongst the shipping—I have etc.

(Sd.) A. R. Lowe, Secretary.

Hon. A. M. Thomson, Colonial Secretary.

Colonial Secretary's Office, 6th June, 1904.

Sir,—With reference to your letter of 14th May, I am directed to state for the information of your Chamber that His Excellency the Officer Administering the Government has carefully considered the question but regrets that he does not see his way to carry out the recommendations made with reference to medical inspection of steamers.—I have etc.

(Sd.) S. B. C. Ross, for Colonial Secretary.

The Secretary, Chamber of Commerce.

TARIFF QUESTION.
The following letters were read:—
Hongkong General Chamber of Commerce, Hongkong, 15th May, 1904.

Sir,—I am directed to acknowledge the receipt of your letter of the 27th ultimo inquiring whether the Chamber had any remarks to offer on the tariff question or whether it is in a position to furnish any statistical or other information relating to this Colony with reference to a similar communication from the secretary of the Tariff Commission to the Government.

With regard to statistics of trade, the Government is well aware that apart from those relating to shipping and published in the harbour master's annual report there is no reliable data to work on. The trade of the port of Hongkong is almost entirely that of transhipping, due to its unique position at the mouth of the river on which the chief markets of South China are situated. The local productions of the Colony are practically non-existent and the manufactures are at present limited to refined sugar, cotton yarn, rope, cement and the building of launches and river steamers.

From an imperial point of view it is obvious that if British shipping is to hold its position against foreign competitors equal facilities should not be granted the latter in British ports unless the same favourable treatment is accorded British shipping in their ports. In the majority of cases this is denied to British shipping.

On the other hand, an enormous volume of trade, a large percentage of which is not British, centres in Hongkong for distribution to China, the Philippines and other non-British territories, and it is of vital interest to Hongkong that every endeavour should be made by

this Colony's Government to attract this foreign trade to the port.

His Excellency the Officer Administering the Government will therefore, the Committee trust, take steps to keep before the home authorities the impossibility of viewing the question of fiscal reform from a strictly imperial point of view when the time comes for fixing the part Hongkong is to play in the movement, and I am to state that the business community of this Colony as represented by this Chamber is watching the various stages which the movement is taking in England with great interest. My Committee will therefore be glad if His Excellency will kindly give instructions to forward copies of any communications on the subject so that, should it ultimately be decided to seriously deal with the whole question, full opportunity will be available to the Committee for advising him of their views on the various points which are calculated to affect the trade of Hongkong.—I have etc.

(Sd.) A. R. Lowe, Secretary.

Hon. A. M. Thomson, Colonial Secretary.

Colonial Secretary's Office, 16th May, 1904.

Sir,—I am directed to acknowledge with thanks the receipt of your letter of the 13th instant and to inform you that copies of such communications as may be sent to this Government on the subject will be forwarded from time to time for the information of your Chamber.—I have etc.

(Sd.) S. B. C. Ross, for Colonial Secretary.

The Secretary, Chamber of Commerce.

HOW OUR NAVAL ENGINEERS ARE TRAINED.

SPARTAN-LIKE TRADITIONS.

Mr. C. Alfred Smith, B.Sc., A.M.I.E.E. (late R.N.), contributes to the current number of *Pagen's Magazine* an illustrated article on the Royal Naval Engineering College, Keyham. The writer describes the course of training which has been in vogue for the last fifteen years, and which he has personally experienced. Under the new regulations, Keyham College will be used as a training institution for engineer officers during the last three years of their training.

Describing the cadet's last year at college, Mr. Smith writes: In the first month of the fifth year's training there is field gunnery training for the cadets, and it is safe to say that, with the majority of them, this is the most popular item of the whole of their training. There are no lectures, no workshops, but the whole of the month of July out in the open air at the Naval Gunnery Grounds overlooking Mount Edgumbe Park and the Hamoaze. They row across this tidal estuary every morning in the great cutters, or are towed by a Dockyard pinnace, and remain there till 4 p.m. doing squad drill, rifle, Morris tube, or pistol practice, cutlass exercise, or engaging in a single-stick *milieu*. As a proof of the Spartan-like traditions which they still retain in the senior service, it may be mentioned that in connection with the single-stick practice, each cadet stands alone in an open space armed only with his stick and helmet, while the remaining half squad—i.e., twenty-four cadets—engage in turn in single combat with him! After this month's gunnery training is over, the ordinary routine of the engineering training is resumed, two months being spent in the chief constructor's drawing office to learn something of the construction and under-water fittings of warships; one month in the dynamo repair shop; three months on daily trials of main engines afloat, or taking cruises in the "Sharpshooter" along the Devon and Cornish coasts. These cruises are especially instructive, for, in turn, the cadet does stoking, indicating, log-keeping, working the starting and reversing gear for the whole service, bringing the vessel to her moorings at night by keeping one eye on his levers, the other on the engine-room telegraph. On certain days he must turn out very early and go aboard to lay and light fires, getting up steam, and opening and regulating various valves, so that the vessel may be ready for sea at 8 a.m. on the arrival of the other cadets. An order that there shall be no confusion, the steaming classes are small in number, there being usually about ten to a dozen cadets for each party. For the remaining five months the cadet is in the drawing office doing engine design. He must make a complete working drawing of some auxiliary machinery; some will select a dynamo engine, others a fan or circulating pump and engine. Then follows the final examination lasting more than a fortnight, upon which his commission and subsequent promotion depends. An oral examination by the Chief Inspector of Machinery (now Engineer Rear-Admiral) and two Engineer-Captains is not the least trying of the ordeals of his last year. It is on record, however, that even this awesome tribunal did not prevent one cadet from making an amusing reply. He was asked "what steps would you take if the main stop-valve of your boiler became disconnected?" His reply was "the stokehold steps, sir!"

SHIPPING AND MAILS.

MAILS DUE.

English (*Chusan*) 30th inst.
Canadian (*Athenian*) 3rd prox.
Canadian (*Empress of Japan*) 4th prox.
German (*Seydlitz*) 5th prox.
German (*Prince Regent Luitpold*) 6th prox.
American (*Siberia*) 7th prox.
Indian (*Kunzang*) 12th prox.
Australian (*Titan*) 13th prox.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver p.m., on 27th inst., for Hongkong via the usual Ports of Call.

The A. A. Co.'s s.s. *Himera* from New York left Singapore for Manila, on 16th inst. p.m., and is due here on 4th prox.

The C. C. Co.'s s.s. *Clavering* left Moji for Hongkong on the afternoon of the 27th inst., and is due to arrive on 2nd prox.

The I. C. S. N. Co.'s s.s. *Kumintang* left Calcutta for this port via the Straits on 26th inst., and may be expected here on 12th prox.

The P. & A. s.s. *Nicomedia* arrived at Yokohama on 28th inst., and left for Hongkong on 29th inst., and may be expected on 10th prox.

The H. A. L. s.s. *Dadania* from Hamburg will leave Manila for this port on 2nd prox. p.m., and may be expected here on 5th prox. at daylight.

The O. & S. Co.'s s.s. *Doric* with mails, &c., from San Francisco to the 1st prox. has arrived at Shanghai and sails for this port at noon to-day.

The C. P. R. Co.'s s.s. *Albatross* arrived at Nagasaki at 4 p.m., on 28th inst., and left again at 5 a.m., Wednesday, for Shanghai where she is due to arrive at 10 p.m., on 30th inst.

The P. M. S. Co.'s s.s. *Siberia* with mails, &c., from San Francisco to the 11th prox. has arrived at Yokohama, and sails for this port via Kobe, Nagasaki and Manila to-morrow, the 30th inst.

TELEGRAMS.

(Reuters.)

The War.

LONDON, 27th June.

Reuters' correspondent at Liao Yang wires that the united armies of General Kuroki and General Oku are now facing an immense army under General Kuropatkin. At least three times the number of troops engaged in previous battles are now prepared to fight. The proximity of the rainy season renders a great battle absolutely inevitable. On the other hand, a telegram from St. Petersburg asserts that General Oku is withdrawing and has apparently abandoned the intended junction with General Kuroki.

LATER.

Reuters' correspondent at Liao Yang wires that, though General Kuroki and General Oku's forces have now joined and are co-operating, the advance is altogether suspended.

Reuters' correspondent at General Kuroki's headquarters says that the Russians are mounting heavy guns on the wall of Liao Yang and entrenching themselves, on the plain to the south of the city.

In St. Petersburg, the only official news of the naval fight is a despatch from General Wiggert stating that the fleet had gone out and attacked the Japanese. The result is not known; but reports have caused the deepest dejection, mingled with bewilderment owing to six Russian correspondents having reported that the Russians were victorious.

Count Tolstoi on the War.

Count Tolstoi, in an extraordinary nine-column letter to the *Times*, violently assails the Tsar; he denounces the war as ascribable to the immoral ambitions of men sitting in their palaces, and appeals to the people to refuse to go to the front.

The King in Germany.

The King has conferred the Grand Cross of the Victorian Order on Baron Von Richthofen, the German Minister for Foreign Affairs.

SIAM TELEGRAPHS.

In reference to the cable, reprinted in our issue of last evening from the *Straits Times*, regarding the protest from the mercantile and shipping firms, the *Bangkok Times* has the following comments on the subject of the Siam telegraphs:—

It seems right to say, however, that the firms have shown great patience; they have recognised, we take it, that the difficulties in the way of maintaining overland lines in this country are not inconsiderable, and they have hoped that the responsible authority would speedily rise to the occasion. But this very forbearance makes it all the more certain that the protest now entered has to be taken seriously. The direct money loss that these firms have suffered in the last three months, owing to the inefficiency of the telegraph service, amounts to a very considerable sum, and indirectly the whole trade of the port is injuriously affected. There is no doubt that all this will receive the serious consideration of the Government; no one will for a moment suspect any hostility on the part of the firms represented at the meeting, and the Government must on its part be anxious to free its telegraph service from all reasonable ground of reproach. The fact that for the moment the working of the lines is happily giving every satisfaction is, of course, no reason for not pushing the protest as strongly as possible. In view of recent experience and the serious interests they have at stake, members of the business community are directly concerned in the maintenance of the efficiency of the service in the future. Not the least interesting part of the many speeches made was the strong expression of opinion that the irregularities are to be traced to the system which allows the telegraph officials no control outside the Bangkok Monthon. We have ventured to urge that view on several occasions, and it certainly seems obvious enough. As a matter of fact so long as an efficient service is maintained, it is no business of ours or of the Bangkok firms, how the Government thinks fit to organise the control. But there can be no doubt the Government will take the expression of opinion as it was meant, and it certainly ought to have some weight. In the opinion of business men the present system is entirely unbusinesslike, and tends to inefficiency. But whatever the particular organisation adopted, the present movement should have some effect in the direction of ensuring the maintenance of an efficient service for the future.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 11.35 a.m. The barometer has risen slightly in S. China and fallen in Mid China and the Philippines.

Gradients are moderate on the China Coast and moderate S. winds will prevail in the Formosa Channel and strong S. to SW. winds in the China Sea.

The greatest pressure lies over the southern part of Japan and the least over the western side of the China Sea.

Forecast:—Fresh S. winds overcast, rain.

FUNERAL OF A FRENCH NAVAL OFFICER.

AN IMPRESSIVE CEREMONY.

The funeral of the late M. Paul Eugene Pacaud, engineer commander on board the French cruiser *Chateaufort*, took place yesterday evening at the Romain Catholic Chapel at Happy Valley. The attendance was a numerous one owing to the high esteem in which this officer was held by his comrades and also to the sudden and unexpected nature of his decease. Rear-Admiral de Pauque de Jonquieres, who is in command of the second division of the French Far Eastern squadron, was present with his staff, and was accompanied by M. Gaston Liebert, Consul for the French Republic. H.E. the Officer Administering the Government was represented by his A.D.C., Captain M. K. Hodgson, Major-General Villiers Hatton, C.M., by Captain E. S. Ward and Commodore C. G. Dickens by a naval officer. There were also present several officers from H.M. ships now at Hongkong and Major A. B. Hamilton, C.S.O.; there were also representative detachments of sailors and soldiers. Numerous officers and petty officers from the French squadron assisted at the ceremony and a guard of honour, composed of sailors from the *Chateaufort* and the band from that cruiser were in attendance. The coffin was covered with floral offerings, amongst which was a beautiful wreath from the engineer officers of the squadron and another from the Russian Consul, M. C. de Bologowsky. Mass was conducted by Father Robert, chaplain on the French flagship. Addressing those around the catafalque, the Admiral, in an eloquent and impressive discourse, alluded to the continual presence of death among soldier and sailors, remarking that the echoes from the war sufficed to call attention to that supreme test which might be imposed upon them by circumstances which it was their duty to risk. In the middle of the bright life in this rich and busy city they might overlook such a prospect, if it were not recalled suddenly to them by so cruel a stroke as the occasion which called them together that day. But a few hours ago, they saw their comrade, Engineer Commander Pacaud, full of vigour, life and a lively, doing his duty with a zeal that had been conspicuous during the whole of his lengthy career. A sudden attack, preceded by thirty-six hours of fever, sufficed to take from them and deprive the French Navy and their Far Eastern squadron of the valued experience and help of this officer. In a few words, the Admiral proceeded to retrace Pacaud's lengthy career, full of duty and self-abnegation, from the time he was a young mechanic, in 1870, to the day of his death, when he had conquered one of the highest grades that it was possible to reach in the service, and there was little doubt that the supreme grade of Engineer Inspector would soon have been conferred upon him. He volunteered, at the age of 18, as a simple mechanic, and was soon assisting at two campaigns in Cochinchina and French Guinea. On the Atlantic he served with the *Magan*, and subsequently joined the *Forbin*, *Vinh Long*, *Redoubtable*, and *Jaurguerry*. He was decorated with the Cross of the Legion of Honour prior to going to Martinique to help in the relief of the sufferers from the Mt. Pelée disaster, and upon his return, joined the *Montcalm*, afterwards taking an appointment on the *Chateaufort*, where, the speaker said, he had found him a diligent and wise collaborator. Absolutely devoted to his country and to his superiors, firm but kind to his subordinates, who had for him a sincere affection, he added to that prestige an example of ceaseless zeal in his work. When their ships were in port he was indefatigable in inspecting their engines and in expediting the repairs. It was while superintending such work in the Kowloon Docks that he contracted the fever which was a prelude to the attack that so brusquely took him from them. Mr. Pacaud died at his post, succumbing to the fatigues of his numerous campaigns and to the climate, so trying to them all. It was the continued efforts of such men that built up the greatness and power of the nation. The deceased left behind him a widow and two children, and to them the Admiral addressed, from afar, the sincere expression of his profound regret and sympathy; trusting that the esteem and affection of which Mr. Pacaud was the object, together with splendid record he left behind, would be of some consolation to them in their bereavement. Concluding, the Admiral said:—I thank the Governor, the General Commanding the garrison and the authorities of this Colony for having shown their sympathy by being represented at this sad ceremony, and for having rendered even more impressive by the presence of troops who came to render homage to the memory of our comrade. I am sincerely touched by these tokens of camaraderie from the British navy and army. I sincerely thank Bishop Piazzoli for the conduct of this sad ceremony, also the Consul for France for his kind assistance and organisation, the Consul for Russia for the beautiful wreath which he sent and the French residents of Victoria for their expressions of sympathy. And now, adieu my dear Pacaud. You leave us to the mysterious world beyond the tomb, taking with you the esteem, the affection, and the respect of us all. I trust most sincerely that you will receive the just reward for a life consecrated to useful duty and the advance of your profession. You never ceased to be a brave and loyal comrade.

THE WAR.

(By "The Times" Special Correspondent.)

May 26th.

From the interesting review of the situation telegraphed by the experienced Correspondent of *The Times* on board the *Hinnum*, and published on Monday last, we are enabled to take a bird's-eye view of the operations, and to correct some conclusions which may have been formed on the faith of other reports of a less authentic character.

Our Correspondent expresses his belief that on May 22nd the Japanese had 150,000 men in Manchuria; that the First Army was awaiting the arrival of the Third, one division of which had reached Kai-ping; that the Second Army was engaged in the advance against Port Arthur with two divisions, leaving one in the Liau-tung Peninsula to protect its rear; and, lastly, that the garrison of Port Arthur itself consisted of 10,000 soldiers and from 5,000 to 7,000 sailors.

It is not quite certain whether our Correspondent had seen the Japanese report of the action at Kin-chau on May 16th when he sent this telegram. From the report in question, which named the 14th and 16th Regiments among the Russian troops engaged, we have to infer that the 4th Far Eastern Infantry Division has been either compulsorily or accidentally immured at Port Arthur, together with the 7th, which has always formed the normal garrison, and in this case the troops at General Sisse's disposal will have been considerably augmented. The number of sailors given by our Correspondent is also lower than the figure arrived at by an addition of the complements of the ships at Port Arthur, so that there is a *prima facie* case for accepting the Russian estimate of the garrison—namely, 30,000 men as approximately correct. The difference is not unimportant, since if General Kuropatkin has deprived himself of the services of the 4th Division, as would seem to be the case in the light of the Japanese report, and if, again, as other information tends to show, he has left the 2nd Division as well as the 8th with General Linovitch in the north, it is difficult to allow the Russian field army more than 70,000 combatants with some 200 field guns, or approximately the strength of a single Japanese army.

It is possible that General Kuropatkin may have drawn down to Mukden the 2nd Division, since we are told that he has been reinforced, but it is not easy to discover any other large body of troops in a position to join him. The 4th Siberian Army Corps had not begun to appear at Kharbin, so far as we can gather from Colonel Gädke's letters, by the third week in April, at which date (April 25) the German colonel gives the number of Russian troops at Kharbin as from 10,000 to 12,000 men. From correspondents of the Russian Press, proceeding eastwards, we also learn that very few infantry had passed along the railway during the first half of April, and at the end of that month as we know, Lake Baikal was temporarily closed to all traffic. The temporary interruption of railway communications both at Kharbin and south of Kharbin owing to floods has also tended to disorganize the service on the line.

The calculations of our Correspondent respecting the number of Japanese already landed are valuable, since the fog of war hangs thickly over the operations of our allies. We can only feel sure of the situation of the First Army, which is concentrated between Feng-hwang-chien and Khabala in positions strengthened by field works. That much we know with a reasonable degree of certitude, though we do not know what force, if any, is operating on General Kuropatkin's right flank, and such scraps of news encourage conjecture and do not authorize any firm conclusions. As to the Second Army and the landings at Ta-ku-shan and on the flanks of the Liau-tung Peninsula, we know that the Russians observed two Japanese divisions during the action at Kin-chau on the 16th, and that this estimate agrees exactly with the indications conveyed by our Correspondent. But is the Second Army to become absorbed in the attack on Port Arthur while Kuropatkin still holds the field, or will the investment of the fortress be now turned over to second line troops and General Oku be set free to act with his colleague in the north? That is a point upon which we must await further information; but it is difficult to believe that one of the mobile field armies of Japan will be long relegated to a duty for which its mobility is not required. Now that Port Arthur has been so cheaply shut up, and the Kin-chau isthmus apparently cleared, of Russians, it seems desirable that, unless an early assault is intended, General Oku should hand over the Kin-chau defences to second-line troops and proceed to the north to co-operate in the decisive operation of the campaign.

Whether the Russian garrison is 15,000 or 30,000 strong, it would be foolish to harbour illusions respecting the magnitude of the task involved in the reduction of the fortress. The Russians, as we have good cause to know, are ideal troops for the defence of permanent fortifications. The place is strong; it is probably well-provisioned, and it has a formidable armament. To believe that the Russians will not make a long, bloody, and obstinate defence of such a fortress, is to believe that the troops of the Tsar will be false to all their history and traditions.

Whether the Japanese have decided to invest, besiege, or bombard and assault the fortress, we are still without means of knowing. We can, of course, sum up the political and military reasons for and against one course or another, but as such procedure does not necessarily conduce to the divination of Japanese intentions it is best left alone.

But the idea that Japan has to choose between the two objectives—Kuropatkin's army and Port Arthur—is very wide of the mark. Japan possesses ample resources for carrying on the two operations concurrently, if she be so minded, and it may safely be added that the correlation of the temporary halt of the First Army and the recent naval misfortunes is purely accidental.

As to the Third Army of Japan, its place is marked, by German critics, on the left of the line, and, though the advances from the Kai-ping side are extremely conflicting and incomplete, an advance from this quarter is a movement the Russians appear to expect. The large fleet of transports, which carried the Second Army, began to speed back to Japan on May 5, and we should naturally anticipate its return during the course of the present week. It is therefore no matter for surprise that the correspondent of an enterprising contemporary, while returning to Japan, should have found the Yellow Sea covered with Japanese transports, proceeding fearlessly and without naval escort to their destination. That fact hardly denotes that the Japanese Staff has become afflicted with the nervous disorder which seems to have prostrated some European observers after the loss of the *Haussee*.

There is in fact not the shadow of a sign that the military operations of our allies are not proceeding with all possible security and despatch. It is not their business to assail Kuropatkin until they can make sure of their stroke, and the assembly of 200,000 men or more, together with the organization of their transport and supply from a sea base in a foreign country is a work of time.

It is true that General Kuropatkin's army has offered itself a willing victim to General Kuropatkin's blows for the past three weeks and that it stands at Feng-hwang-chien, apparently isolated and forlorn, its action "betraying indecision," according to the not too intelligent appreciation of General Pflug. But it is nearly as numerous as any army Kuropatkin can send against it, and nothing would better suit the Japanese plans than that the Russian General should commit himself to an attack of their positions so far from Liauyang. They have done their best to induce the Russians to attack by means of reconnaissances in force nearly up to the Motien-ling; but the Russians are not to be drawn, ready as they must be to make a violent attack upon the first Japanese column that gives them an opening.

"In battle," declare the Russian instructions recently issued, "the best means of beating the enemy is by attacking him; in consequence, the rule of acting offensively must be taken as the guiding principle in each encounter." Admirable theory! and hitherto admirably followed—by the Japanese. Whatever chance Kuropatkin may have had of engaging the First Army on fairly level terms numerically considered, the situation changes with the gradual alignment of other forces in support of the First Army. The Russians then become more and more confined to their fortified positions facing south and east, from Hai-cheng to the Motien-ling; and, in view of the superiority of the Japanese numbers and the prudence with which they have hitherto been directed, a successful counter-attack, ardently as it must be desired, is not easy to compass. Partly owing to the vigour and far-reaching scouting of Mischchenko's Cossacks, who have done extremely well despite some occasional reverses incidental to enterprises of this character, and partly owing to the somewhat premature and excessive divulgations of the world's Press, we must conclude that the net is vainly spread in the sight of the bird, and that forwarned is forearmed. If the Russians have not fathomed the general lines of their enemy's strategy they are very dull people, and if they are caught in the meshes of the net they have no one but themselves to blame.

Whatever course Kuropatkin may adopt can make little difference to the Japanese plans, which aim at crushing their enemy out of southern Manchuria by weight of numbers. The greater the strength of the army of Manchuria and the longer its resistance, the greater will be the numbers of the Japanese and the more decisive their success if victory inclines to their arms. The more Russians immured at Port Arthur and Vladivostok, or wasted in futile ramblings in north-eastern Korea, the greater the certainty of a Japanese success and if General Kuropatkin chooses to fight the decisive battle of this campaign within easy reach of the bases of the Japanese on the sea, it is not for the latter to deprive him of the satisfaction.

We may, and indeed we must acknowledge the difficulties of Kuropatkin's position, and admit that, even if the Russian army fails to hold its position during the forthcoming operations, the blame for failure will not rest upon the soldiers of the Tsar.

Given the deplorable conditions under which Russian diplomacy prepared the ground for its armies, Russian success in this first campaign was only possible with unusual luck, better leading, and proof given of manifest superiority of the Russian soldier over the Japanese. Luck has been fairly balanced, and the loss of the *Bogatyr* at Vladivostok, at last admitted, shows that the fickle goddess is at least impartial. Leading on the Russian side, has hitherto been beneath contempt. As to the superiority of the Russian soldier over the Japanese we are justified in saying that it remains to be proved, fine as the conduct of the Russian troops has been in circumstances of great difficulty largely due to inferior leadership.

The Russian military magazine, the *Volennyi Shornik*, after some chivalrous compliments to the foe, takes refuge in the belief that the Japanese are wanting in the faculty of combination, and complains of their intellectual heaviness. These faults are not apparent to us, and the *Shornik* rather appears to neglect that ancient adage which recommends that one should not talk of the devil in the dark.

RAUB GOLD MINING CO.

MANAGER'S ANNUAL REPORT.

Following is the general manager's annual report for the year ending 28th February, 1904:—

Gentlemen,—I have the pleasure to submit my report upon the mining and milling operations conducted here during the second year of my management; and while, through unforeseen and therefore undiscouraged events, it falls somewhat short of what I had promised myself it should be, I venture to think it is not devoid of matter for congratulation.

We are now passing the third anniversary of the date of those gloomy reports which, while going out of their way to praise what did not deserve praise in connection with Raub, offered but cold comfort as to the future of the mine. Despite the heavy drawbacks arising not only from past blunders but also from the delays incidental to all Far Eastern enterprise, we have made substantial progress in our schemes of remodelling and development, and to-day have a mine which is better equipped and opened up than at any period in its past history.

More than this, the Government of Pahang, impressed by your enterprising spirit, and gaining confidence therefrom, has entered upon a new course in relation to the development of its broad but little-known goldfield, and has not only extended a very strong helping hand towards the cost of proving the Raub lodes in depth, but has made a further concession (which will benefit us next year) to all gold-mining companies, by reducing the export duty on gold bullion from 5% to 2½%. Such a policy will give you and others redoubled encouragement to persevere, and, as I believe, compel a successful issue from a long chapter of disappointment.

Our general policy has been a steady development of that indicated in my last annual report, and there has been but little need for those radical changes which were such a feature of 1902. Hence some of the subjects previously enlarged upon call for but passing mention.

Staff.—There have been few changes, and these caused only by ordinary resignations.

In the engineering and electrical branch, two of the Eurasians proved unsuitable, and were replaced by Americans, who were secured locally, and have given entire satisfaction.

Underground we have been reduced to two Europeans since July last. This is cutting it too fine, and we are seeking a suitable candidate for the vacancy. The system of partial supervision by Chinese has worked very well indeed, and we are more than satisfied with it.

The battery, cyanide plant and assay office duties are shared by two Europeans. Since December, there has been added a young metallurgical student, who receives a nominal salary while gaining practical experience; if found suitable, he will be promoted to a position on the cyanide plant when ready. The Malay shift-bosses in the mill have quite come up to expectations.

General management has remained much the same.

The total salaries per month have averaged \$4,780 against \$5,996 in 1902; a small proportion of this reduction is accounted for by salary charged to new main shaft joint account.

Labour, of all classes and races, has always been available up to our requirements, and no trouble of any kind has occurred. The Chinaman and the Malay is alike hard to wean from his way, but, taken all round, each would be bad to beat when properly handled. There is talk of experimental legislation about boiler inspection and engine driver's examinations, and, during the year, no less than two boiler enactments have been gazetted; but all our drivers have an eight years' record without a single mistake resulting in injury to anyone, and I look forward only with misgiving to any official interference with them or their machines.

As a check upon waste, rather than as a means of reducing wages, we have for some months charged mine contractors with steel and tools as well as with explosives and candles.

The average prices paid to contractors, excluding work in soft ground, as compared with those of 1902 have been as follows:—

	1904.	1902.
Sinking main shafts...	\$61.43	\$57.50 per foot
Sinking winzes, &c....	18.34	24.00 "
Driving levels	12.42	12.00 "
Driving crosscuts	4.48	8.00 "
Stopping	2.07	2.10 per ton.

The average wages earned by Chinese miners working on contract have been approximately as follows:—

	1904.	1902.
Sinking shafts, winzes, &c., 80c per shift of 6 hrs.		
Driving levels and crosscuts 65c	"	" 8 "
Stopping	60c	" 8 "
Water, Timber, &c.—We had exceptionally heavy rains in December and January, which completely flooded the country, blocked the roads, and paralysed our mining for more than a week in all, every available pound of steam being required for pumping and bailing. This, of course, was almost entirely due to the fact that the surface of the country has been riddled with prospecting shafts, which drain the swamps into the mine.		

Timber cut on Government land is now liable to taxation, but we still have abundant supplies of our own.

Firewood will, I hope, in a few weeks cease to be an article of consumption by us. It aggregates a very large item in our monthly cost-sheet, to say nothing of the labour entailed in hauling it to the boilers and in stoking. The substitution of electricity for steam will be a great gain.

Power.—This is an all-important factor in cheap mining and milling, and one of our best assets is the Sempam generating station, which we are about to use much more extensively. In the matter of enforcing the law against dumping tin tailings into flowing streams, and providing efficient safeguards against another violation of our rights and injury to our plant, there has been great slackness on the part of the Government. Now, however, that the Gov-

ernment has virtually become our partner in a deep-sinking scheme, which will depend entirely on the Sempam station for its motive power, we may expect more activity. Meanwhile we have ourselves gone to heavy expense in improving the hydraulic part of the plant, especially in the direction of eliminating the coarse sand from the river. While this gives us bare safety, it leaves much to be done to enable us to enjoy our full rights.

The total monthly cost of generating and transmitting electric current, including salaries, wages and stores, but not depreciation, has been about \$1,586.20. This, for an effective power transmitted of 100 h.p., works out at approximately \$16.00 per h.p. per month or £18 15s. per h.p. per annum. In this connection, it is interesting to note that the principal electric power companies in France, Italy, and Switzerland sell power to consumers at prices ranging from £8 to £24 per h.p. per annum; while, on the Rand, electric power is furnished at £36, and steam power at £52 per h.p. per annum. Obviously, therefore, the running costs of our power station, though only one third of the current generated is being utilised, are distinctly reasonable.

Mining.—An additional evidence of the serious attention given by the Government to the gold-mining industry has been the appointment of a geologist, from whose studies of our rocks we may expect interesting results. This gentleman has already spent several days at Raub, and we look forward to his establishing his headquarters here for some time.

The policy of our operations for the past year may be called one of centralisation. It is true that we continued for a while the prospecting work at about a mile east of Bukit Koman, but never obtained anything satisfactory, and finally abandoned it. We have followed the procedure of the past as to sampling, measuring and valuing the ground opened up, and the plans have been properly charted up to date. The Mines Department is arranging to make copies of them all for official record, and as a safeguard against total loss by fire. Our principal operations have been centred in Bukit Koman and Bukit Hitam, and the former has become even more prominent than in the past.

(Continued on page 3.)

SANTARY BOARD.

A meeting of the Sanitary Board will be held to-morrow at 4.15 p.m. The following are the orders of the day:—

- Mr. E. A. Hewitt, pursuant to notice, will move that:—
- No prosecutions be instituted by an Officer deputed by the Board under Section 30 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by the Sanitary Board, or in his absence, by the Vice-President.
- Reply from Government to the Board's recommendation relative to the erection of a latrine for coolies at the Peak, near the Tramway terminus.
- Minute by the Medical Officer of Health recommending that the well between 76 and 78A First Street, on Inland Lot No. 629, be closed.
- Further correspondence re the application for exemption from the provisions of sub-section 1 of section 180 of the Public Health and Buildings Ordinance, 1903, in respect of No. 438, Des Vieux Road West.
- Further correspondence re the application for exemption from the provision of backyards for Nos. 140 to 158, Reclamation Street, Yau-mat.
- Further correspondence relative to the application for permission to retain the water-closet and urinals on premises No. 34, Queen's Road Central.
- Application for a modification of the requirements of section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 3 to 31, Reclamation Street, Mong-kok-isui.
- Application for exemption from the provision of a scavenging lane, and for a modification of the requirements of sub-section 1 of section 180 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 128 and 130, Kramer Street, Tai-Kok-Tsui.
- Application under section 139 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of No. 18, Bank Buildings.
- Application for permission to land pigs at a pier to be erected at Hunghom opposite the slaughter-house.
- Application that premises No. 16, Sham Shui Po, ground floor, may be registered as a bake-house.
- Mortality statistics for the week ending 11th June, 1904.
- Lime-washing return for the fortnight ending 21st June, 1904.
- Lat return for the fortnight ending 27th June, 1904.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10
Do demand	1/10 1/16
Do 4 months' sight	1/10 1/16
France—Bank T.T.	4/31
America—Bank T.T.	4/47
Germany—Bank T.T.	4/87
India T.T.	4/37 1/2
Do demand	4/37 1/2
Shanghai—Bank T.T.	7/14
Japan—Bank T.T.	9/11
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	1/10

Buying.

4 months' sight L/C.	1/10 1/16
6 months' sight L/C.	1/10 1/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46
30 days' sight Sydney and Melbourne.	1/10 1/16
4 months' sight France.	2/35
6 months' sight do.	2/38 1/2
4 months' sight Germany.	1/11 1/16
Bar Silver	26 1/10
Bank of England rate	25 3/4

COMMERCIAL.

SHARE LIST.

Following is a further alteration in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Indo-China	118 1/2
China Sugars	118 1/2
Whampoa Docks	215
Kowloon Wharves	170

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	940/950
" Old	1,000/1,050
" Older	1,080/1,150
" Oldest	1,180/1,220
Patna New	1,230
" Old	1,315
Benares New	1,197
" Old	1,210
Persian (Paper)	880/930

Today's Advertisements.

HONGKONG NURSING INSTITUTION.

A GENERAL MEETING of the above will be held in the CITY HALL on MONDAY, 4th July, at 12 o'clock, for the purpose of considering the following business:—

- To alter Rule 3 after the words "occurring in its Members" to add "and shall have power to add to its numbers. Five Members shall form a quorum."
- To receive the report of the Committee on the building of a home for the Nursing Institution, and to give final authority to the Committee to commence the building.

Mrs. M. I. D. TFMIEINS,
Hon. Secretary.

Hongkong, 29th June, 1904. [774]

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE.

SATURDAY, 2ND JULY.

Great Success of Popular Weekly

Entertainments by

WARE AND ROSS' ENTERTAINERS.

COMPLETE CHANGE OF PROGRAMME.

Introducing the following Artists:—

TOM MORCOMB.
MISS GERTIE MAISIE.
WALTER KING.
MCCORMICK and MCGINTY.
THE PERCIPHONE.
AMERICAN BIOGRAPH.
JAS. CHRISTIE.
GEORGE GIBBS.

The best performance ever produced in Hongkong.

Prices.....\$2 and \$1.

Overture 8.30 Performance 9 Sharp.

Rickshaws held until conclusion of performance.

Hongkong, 29th June, 1904. [775]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th July, both days inclusive.

By Order of the Board of the Directors.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1904. [776]

Continuation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

LANE, CRAWFORD & Co., Queen's Road

Central. [777]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"OANFA"	On 11th July.
GLASGOW AND LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW AND LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW AND LIVERPOOL	"AJAX"	On 29th July.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
L'DON, AMSTERDAM & ANTWERP	"YANGTSE"	On 5th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
L'DON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
L'DON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
L'DON, AMSTERDAM & ANTWERP	"MOVUNE"	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAMING"	19th June.
SHANGHAI SHANGHAI SWATOW, CHEFOO and TIENTSIN	"CHINGTU"	5th July.
	"WOOSUNG"	5th "
	"CHANGCHOW"	6th "
	"CHILIN"	6th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 9th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 25th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.	
"ARABIA"	4,483	Bahle	August 14th,	
"ARAGONIA"	5,198	Schuldt	September 14th,	
"NUMANTIA"	4,370	Schuldt	October 14th,	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"S.S. WING CHAI"	4,370	Captain SAMUEL BELL SMITH.	July 16th, 1904.	

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5,
and Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF.—At the Western end of Wing Lok
Street.
The Steamers run an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

Steamship.	Tons.	Captain.	For	Sailing Dates.
"YING KING"	4,370	Captain E. J. Page.	July 16th, 1904.	

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " 1.50 " " "
Meals " 1.00 each " "
The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS, and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUN,"
Captain Merle, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese 80
Deck 30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons.	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG."

Capt. Geo. Payne, will be despatched as above,
on THURSDAY, the 30th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th June, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 1st July, at 4 P.M.

This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th June, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"RICHMOND CASTLE"	5th July.
"ST. FILLANS"	10th "
"LOWTHER CASTLE"	31st "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th June, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"

6,574 tons,
will be despatched for LONDON (DIRECT)
on or about 21st July.

Has excellent accommodation for FIRST and
SECOND SALOON PASSENGERS at moderate
rates.

To be followed by

S.S. "BORNEO,"

4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904.

Shipping—Steamer.

NIPPON YUSEN KAISHA.
AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
via MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU."

Captain — will be despatched as above,
on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with Superior Accommodation and
with all modern fittings and improvements for
the safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and Stewardess
carried.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Build-
ing, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1904.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on the
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. FIOO,
Acting Director.

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 17th June, 100 cts. per 5 lbs.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	18
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	26
Bullcock's Brains— " Know	9
Tongue fresh—Ngau Li	45
" " comed—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	each
" Tail—Ngau Mei	each
" Liver—Ngau Con	each
" Tripe (undressed)—Ngau To	each
Calves' Head and Feet—Ngau-chai- tau-keok	set
Mutton, Chop—Yeung Pai Kw	24
" Leg—Yeung Poi	24
" Shoulder—Yeung Shau	20
Pigs' Chutlings—Chi cheong	16
" Brains—Chi Know	per set
" Feet—Chi Kerk	each
" Fry—Chi Chak	each
" Head—Chi Tau	each
" Heart—Chi Sun	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	each
Pork, Chop—Chi Pai Kwat	23
" Comed—Ham Chu Yuk	each
" Leg—Chi Pei	each
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	each
" Keok	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	each
" Liver—Yeung Con	each
Sucking Pigs, To Order—Chu Chai	12
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	each
Capons, Large, Small—Sin Kai	each
Ducks—Ap	each
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	each
" Hainan—Hoi Nam Kai	each
Geese—Ngai	each
Geese, Wild Shanghai—Sheung Hoi Ye	each
" Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	each
Partridge—Che Khoo	each
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um Chuo	each
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	each
" Hen— " Na	each
Wild Ducks, Shanghai, Suk-ai	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	each
Apea	per pair

FISH.

Barbel—Ka Yu	each
Bream—Bin Yu	each
Canton Fresh Water Fish—Hoi Bin Yu	each
Carp—Li Yu	each
Catfish—Chik Yu	each
Codfish—Mun Yu	each
Crabs—Hai	each
Cuttle Fish—Muk Yu	each
Dab—Sa Mang Yu	each
Dace—Wong Mei Lun	each
Dog Fish—Tit Tu Sa	each
Eels, Congor—Hai Man Yu	each
" Fresh water—Tam Sui Yu	each
" Yellow—Wong Sin	each
Frogs—Tien Kai	each
Garoupa—Sek Pau	each
Gudgeon—Pak Kup Yu	each
Herrings—Tao Pak	each
Halibut—Cheung Kwau Yu	each
Labrus—Wong Fa Yu	each
Loach—Wu Yu	each
Lobsters—Lung Ha	each
Mackerel—Chi Yu	each
Monk Fish—Mon Yu	each
Mullet—Chai Yu	each
Oysters—Sang Hoo	each
Parrotfish—Kai Kung Yu	each
Perch—Tau Loo	each
Pike—Fa Paw Poong	each
Plaice—Pan Yu	each
Pomfret, Black—Hak Chong	each

